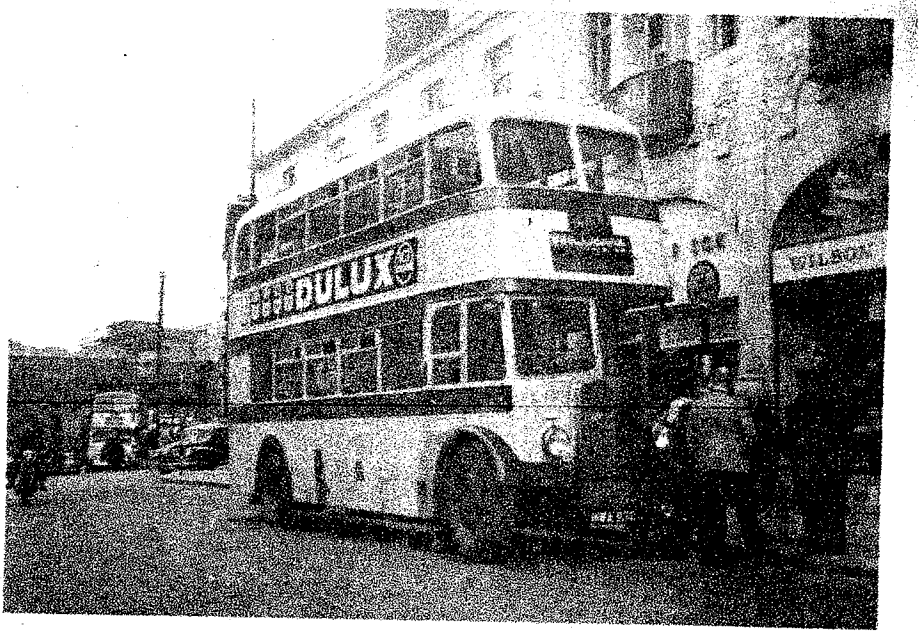
# M&T NEWS



TOP Sheffield AEC/Northern Coachbuilders 432 in Fitzalan Square A. WITTON
BELOW Blue Bus Daimler/Willowbrook SRB 424 and Trent PD2/Leyland at Derby Bus Station. D.E. VICKERS

The Monthly Magazine of . . .
**SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY**

M & T NEWS

July 1969 No.56

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SOCIETY NEWS

HUDDERSFIELD PARADE - 27th.July Greeted by very fine weather,LRB 750 joined in a parade of about 25 buses in Huddersfield from Cambridge Road to Greenhead Park. Unfortunately she failed to secure a prize in her class, being let down by engine and lighting,although we believe the paintwork was superior to the other buses there.First prize deservedly went to a very excellent ex-Southdown PD2.This provided also a grand opportunity for sales,and almost £10 was gained - if only we had taken more of Mrs.Beardsley's soap fancies I'm sure we could have doubled this!Our grateful thanks for their help in persuading the public to buy go to Peter Wilson,Phillip Hanwell and Paul Beardsley,and to Miss Helen Jones who could induce even the most stubborn enthusiast to buy a 1968 Sheffield timetable.

TRANS-PENNINE RUN - 10th.August As recorded last month we are not taking part in this,but many members have asked if we can run up to Harrogate to see the vehicles arrive. This,if sufficient support is forthcoming we will take LRB 750 to Harrogate to watch events.Please therefore will you let me know IMMEDIATELY,if you would like to come. Given that we are going,LRB will leave Sheffield(Harmer Lane) at 9.00 a.m. on 10th.August.

GRAND TRANSPORT EXTRAVAGANZA - 31st.August to Sept.1st. I entered LRB 750 for the second Crich extravaganza before realising I would be on holiday over this period.However if we can get a driver for the bus LRB will be going here also.If anyone would like to go with her on either of the three days please will they let me know,and I will send further details when they are available.

FILM EVENING The next Society film evening will be held on WEDNESDAY SEPTEMBER 24th. at Ecclesall Church Hall,as before.Last time nearly 30 members attended, please come along and repeat your support,andwe hope also to see those who did not attend last time to make this yet

JUMBLE SALE The Saturday after the film evening the second Society jumble sale will be held at Ecclesall Church Hall (SATURDAY 27th.SEPTEMBER).The last Jumble Sale made a grand total of £35,and we hope that this year's will be equally successful.Please start saving your jumble NOW. As last year we will arrange tours of the city using our vehicles to collect jumble - further details of these will be sent with next month's newssheet.

BUY YOUR CHRISTMAS CARDS FROM US,AND HELP THE SOCIETY

Through the help of member P.M.Angell,we have details of Christmas cards and gifts for sale at very attractive prices,and at least 33% of the revenue from these goes towards Society funds.Further details are on a leaflet enclosed,please will you help us in buying some of these and/or selling them to friends and relations .

TROLLEYBUS TOUR OF BRADFORD

Member Arthur Smith of Huddersfield has informed us of a Bradford trolleybus tour to be held on Sunday 17th. August.This will leave Thronbury depot Bradford at 2.30 p.m. and run via the following route :- Thornbury - Allerton - City - Buttershaw - Town Hall - Thornbury (to change buses) Laisterdyke - Thackley - Greengates - Bolton Junction - Thornbury arriving at approx 5.00 p.m. Vehicles to be used are 745 (EKU 745),for the first half of the tour,changing to 801 (BDJ 89) at Thornbury depot.The fares are 6/6d, or 5/= for children under 14 years of age.All proceeds go towards repairs to preserved Huddersfield trolleybus 619. Tickets and itineries are available from:

A.SMITH,1,CLIFTON AVENUE,WOOLDALE,HOLMFIRTH,HUDDERSFIELD, HD7 1AL.

COLOUR SLIDES

Mr.Angell is offering also colour slides for sale of buses and trolleybuses,proceeds from which go towards Socoety funds.He hopes to include a full list with this issue of the magazine.

VEHICLES

231 As the repaint is almost complete,we decided during July to take 231 on a short run to see how she was mechanically.Unfortunately we found that,during the winter, she developed a long crack down the cylinder block.This simply means we need a new engine for her.Thus we have contacted both Manchester and Oldham Corporations,both of whom hawe recently withdrawn PD1's to ask if they could

suplly us with another PDL engine.However this will,of course be very costly,both to buy,transport and to fit,so please help our sales.Without money,231 looks like just standing in her yard for some considerable time,and this seems such a waste of her recent repaint.

LRB 750 On Wednesday 23rd.July LRB reappeared from the coachpainters looking absolutely magnificent in her new coat of cream and red paint.She now really is a bus to be proud of,and we intend to keep her polished and well cared for.As recorded under 'Huddersfield Parade' she needs a little attention as regards engine and lighting,but we hope that we will be able to win a rally in her before long.

37 Just mentioned to show that we still own her,as we haven't reported any news about 37 for a long time.Plans are now afoot to take 37 to Tees-Side for a run on their trolleybus system in October/November - watch for further details.

AUGUST TOUR

LAST BOOTH AND FISHER BEDFORD OB

It is only a few years ago that almost the entire fleet of Booth and Fisher was made up of Bedford OB's - in fact this firm has long been famous for the variety of bodies displayed on these trustworthy chassis.Now only one remains,and this is to be withdrawn on August 22nd. Thus,to mark this end of an era,the SOES have organised an evening tour on which you are invited to attend.Full details are enclosed - looking forward to seeing you.

HOLIDAYS I,D.E.Vickers,will be on holiday from 27th. August to 7th.September inclusive.In order that the next M & T News can be sent out before this period please will you send in all news by August 15th,and please do not send me any mail during this period as I only have a large pile to clear up when I get back,which usually gets overlooked for a week or so anyway. Thankyou.

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TRANS-PENNINE RUN - NEWSFLASH We have been allowed to enter LRB 750 for the Trans-Pennine Run at the last minute.If any member,receiving his newssheet before 10th August would like to come along,please be at Harmer Lane, alongside Central Bus Station at 6.00 a.m. on Sunday morning,10th.August.No fare can be charged,though a donation towards preservation would be appreciated.

## FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT - R.Banks,D.E.Vickers,D. Tummon,P.Beardsley,P.Hanwell,P.D.Fox.

The main news this month is that a batch of 18 Fleetlines are on order (signs of new management -Ed).These will have Park Royal bodies,similar to those already in use (dual-entrance).

Registrations have been reserved for the next two batches of Atlanteans and are:

1135-49 BWB 139-49H 541-80 BWB 541-80H

It is interesting to note that on the first day of issue of 'H' suffixes both BWB-H and BWE-H appeared together

As members will have read in 'The Star' STD have had two demonstrators on loan.Details of these are as follows:

LAE 770E Bristol RELL RELL3/101 ECW B35D +40
TBU 598G Seddon RU Pennine B45D +20

The Seddon is now (6/8/69) in Central Works following an accident when the handbrake failed and the bus collided with a parked car.A further demonstrator will be a single-deck Fleetline from Dundee.These are demonstrated on rte.51 and STD are comparing these with the Swifts.When in service the demonstrators are always on the 91/51 details of which (p.m.) are:-

Leave Gleadless 1537,1727,1923,2108
Leave Leopold St(for Lodge Moor) 1603,1753,1949,2134
Leave Lodge Moor 1633,1833,2018,2203
Leave Pinfold St (for Gleadless) 1654,1854,2039,2224

Trials have taken place on Herries services 5,18,7, 10,49,89,120,194 using one-man-Atlanteans in preparation for Sheffield's first OMO double-deck services due to start in September.

Concrete bus stops have been erected in Valley Road and other roads in readiness for alteration of the Inner Circle route.

When the other alterations to services begin in September service 31 is also to be diverted - in both directions it will run up Walkley Lane to South Road, along South Road and down Carr Road back onto the present route.Also certain journeys at school times only will be extended via Holme Lane and Stannington Road to Wood Lane (Myers Grove School).

Repaints Now repainted are 126/9/35/47,936,1001/401/3,3152 752 has been repainted inside by Herries.

3150 has lost its upper deck luggage racks,whilst the engine of 969 burnet out on 14/7/69.478 is being cannibalised at the rear of EB.

Disposals (from A.E.Barber)

T.Elvin,Wath-on-Dearne 825,827,829,831,832,833,836,840, 844,845,846,848,1252,1261.

Steel Breaking and Dismantling Co. Chesterfield 478,806, 821

W.Sdebottom,Mexborough 477

Chassis numbers

222-41 : 803983-7/4092-4/125/6/208/9/44-6/355-9

Observations

239 on 295 18/6/69,3079 on 51 10/7/69,490 on 27 14/7/69, 3002 on 20,3078 on 51 both 16/7/69,1009 on 95 23/7/69, 211 on 92 26/7/69.

ROTHERHAM - P.Beardsley

Several vehicles have been repainted in the new livery, complete with white fleetnames and numbers.Those so far noted are 99,144.Several of the Fleetlines have acquired fleetnames - 182/4/6/8/91/6.

The remaining Bristols are due for withdrawl on 13/11/69

DONCASTER - P.Beardsley

All the AEC's mentioned last month as withdrawn have been sold to R.Askin,Barnsley

EAST MIDLAND - P.Beardsley,D.Tummon,R.Banks

New are:

0523-32 UNN 523-32G Bristol LH6L LH201/3/4/7-11/7/8 Willowbrook B45F

D141/2 have been repainted with the cream band continuing around the back and front.

CHESTERFIELD - D.Tummon

Several older OMO single-deckers have had their route no. indicator on the side painted out.

YORKSHIRE TRACTION - P.M.Angell,P.Hanwell,P.D.Fox

Guy 687 was still in service on 24/7/69 on a workman's special.

Withdrawn are 416/9/21/2,693/6/8.

LEEDS - P.D.Fox,P.Hanwell

541,the accident victim,has been sold to Fisher and Ford together with 601 and Reliances 37/8

SOUTHERN VECTIS - D.Tummon,R.Banks

New are four Bristol LH/Marshall B35F.These must be the smallest (excluding minibuses) buses in service as they are only 26ft.long.

BRADFORD - D.Tummon

On order are 20 77-seat dual entrance Fleetlines.The exit will be just behind the front wheels.

YORKSHIRE WOOLLEN

Several South Wales Bridgemasters have been acquired and are:-

| | | | | | | |
|---|---|---|---|---|---|---|
| 156 | YWN 161 | AEC Bridgemaster | 2B3RA077 | Park Royal | H72F | a |
| 157 | YCY 795 | AEC Bridgemaster | 2B3RA078 | Park Royal | H72F | b |
| 158 | WCY 888 | AEC Bridgemaster | 2B3RA062 | Park Royal | H72F | c |
| 159 | YCY 796 | AEC Bridgemaster | 2B3RA079 | Park Royal | H72F | d |
| 160-3 | WCY 889-92 | AEC Bridgemstr | 2B3RA063-6 | Pk. Royal | H72F | e |

South Wales numbers : a = 1214, b = 1215, c = 1208, d = 1216, e = 1209-12

MACBRAYNE - D.Tummon

This firm will shortly be wholly state-owned (at present 50%) when Coastlines sell out their 50% holding.

WESTERN S.M.T. - D.Tummon

On order are 18 30 ft.Fleetlines.

NEWCASTLE - C.Dean

The following non-Atlanteans are still in service :-

| | |
|---|---|
| Lowbridge Regent V's | 158-66 |
| Highbridge Regent V's | 137-9/41-56/67-72/3/5 |
| Highbridge PD3's (new 9/57) | 172-86 353 |
| Highbridge PD2's | 286/304/6/8/415-9/21/3/4/32/6 |
| Highbridge Regent III's | 315/7/9/35/7/42/5 |

Delicenced on 30/6/69 were 157/281/93/325/54/8/434/5

S.E.L.N.E.C. OPERATORS - J.Mayo

Ashton and Oldham are now both operating one-man double deckers.Both fleets have one-man vehicles of single-front entrance and new types with centre exit.Oldham is using the 6d in the slot system.Ashton have almost 100% conversion to one-man-operation except joint routes 218/9 and 6 with the Mossley route.

MANCHESTER - M.S.Ford

The Mancunain fleet at present is as follows:

| | | | | |
|---|---|---|---|---|
| 1001-46 | Atlantean | 30ft | Park Royal | |
| 1051-96 | " | 31ft 6ins | Park Royal | |
| 1101-26 | " | " | " " | * |
| 1131-54 | " | " | East Lancs | * |
| 1161-94 | " | " | Park Royal | * |
| 2001-46 | Fleetline | 30ft | Park Royal | |
| 2051-96 | " | 31ft.6 ins | " " | |
| 2101-44 | " | 33ft | " " | * |
| 2151-2210 | " | " | M.C.W. | * |

* = not yet delivered.

1101-26 due 8/69 1161-84 due 1/70 1131-54 due 8/69
2101-44 due 1/70 2151 - 2210 due 4/70

New are:
213/4 MND 213/4G Bedford VAL70/Plaxton airport buses.

Withdrawn are:-
Leyland PD1 - 3124/33/5/6/8/41/61/3-6/8/9/71/5/83/7/91/6/8/9
Leyland PD2/Leyland - 3305/6/8/9/12-24/7-9
Daimler - 4102/4-8/12-7/19/20/38/75

3324/5 are used by the driving school.4410 overturned in an accident and is a 'write-off'

Parrs Wood Garage is to close as a result of fleet and service cuts and the vehicles and crews and to be split between Northenden and Birchfields Road.

ASHTON

57-77 are now OMO. Withdrawn are 1-5

SALFORD

New are:
304-14 PRJ 304-14G Leyland Atlantean /Park Royal H72D

Bournemouth

Withdrawn are 16/38,117/24/39.

## TRAM NEWS - D.Tummon

BLACKPOOL

676/86 (trailer and trailer towing cars) are now semi-permanently coupled and reversible i.e. one controller removed from the motor car and placed at the rear of the trailer so trailer first operation is possible.They are now in half green/Half cream livery.

Experiments are to be conducted with a view to OMO running of trams in Winter.Late news is that Brush car 638 (ex 202) is to be experimentally rebuilt for OMO.

MANX ELECTRIC 6 now has one-piece windscreens

## TROLLEYBUS NEWS

WALSALL - P.M.Angell

Trolleybus 866 has been converted to front-entrance operation. Whether more will be converted remains to be seen.

850, the only remaining Crossley trolleybus in service in the country, was in service on rte.30 on 19/7/69.

## INDEPENDENT NEWS

P.D.Fox, P.Hanwell, P.Beardsley

IDEAL MOTORS (H.Wray)

New are:

FTT 696 Bristol K5G ECW L55R ex Western National.

BOOTH AND FISHER The last OB - MNU 83 is to be withdrawn on 22nd.August.

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## S.T.D. MAINTENANCE AND SERVICE VEHICLES

Originally service vehicles were not numbered, and were only identifiable by registrations.
In 1948 these vehicle were identified by numbers in the 'M' series irrespective of their purpose.
On 1/6/65 a renumbering was commenced whereby the numbers were prefixed to denote the vehicle's use
The original livery for service vehicles was grey unlined
After the war these vehicles were painted Royal Blue. D.I.V.'s having a cream band between decks, others being plain blue.

At the time of the1965 renumbering a start was made repainting the service fleet in omnibus livery.

UNNUMBERED VEHICLES

| | | | |
|---|---|---|---|
| WE 8779 | D.I.V. | Leyland TD1 | Ex.motor-bus 179 Wd -/1953 |
| WF 1170 | M.C. | Leyland Lion | Believed ex. E.Y.M.S. Wd -/56 |
| VO 7445 | M.C. | Leyland Tiger TS | Believed ex-R.Whatton, Brimington Wd -/1955 |
| HWA 72 | D.I.V. | AEC Regent | Ex.motor-bus 472 |
| HWA 73 | D.I.V. | " " | " " " 473 |
| LMC 745 | M.C. | AEC Regal | " " " 54 |
| HWA 384 | D.I.V. | Leyland TD7 | " " " 474 |
| HWA 578 | D.I.V. | Guy Arab I | " " " 478 |
| HWA 582 | D.I.V. | " " " | " " " 482 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| HWA 679 | D.I.V. | Guy | Arab | I | Ex.Motorbus | | 479 |
| HWA 680 | " | " | " | " | " | " | 480 |
| HWA 766 | " | " | " | II | " | " | 16 |
| HWA 786 | " | " | " | " | " | " | 486 |
| HWA 852 | " | " | " | " | " | " | 42 |
| HWA 854 | " | " | " | " | " | " | 44 |

CITY ENGINEER'S BUSES

| | | | | | | |
|---|---|---|---|---|---|---|
| WE 3062 | Leyland | TS | Ex.Motor-bus | | 142 | |
| WE 9825 | Leyland | TS1 | " | " | 125 | |
| WE 9826 | " | " | " | " | 126 | |
| WJ 7743 | " | TS6 | " | " | 143 | /a lorry |
| WJ 7744 | " | " | " | " | 144 | Later converted to |

KNOWN NUMBERED VEHICLES

/prefix

Type abbreviations -

D.I.V. - Driver's Instructional Vehicle — Equivalent 1965 D
L. - Lorry — L or G(gritting vehicle)
R.V. - Recovery vehicle — R
M.C. - Mobile Canteen — MC
T.W. - Tower Wagon — TW
V - Van — VS (small van) VL(large van)
T (tractor) LR (land rover)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| M1 | KWA 221 | 47/Cawood(SD) Leyland | PS1 | DIV | Wd 9/66 | KWA 541 | Ld | PD2/1 | DIV |
| M2 | JWB 415 | ? | | " | Wd10/62 | KWA 552 | " | " | " |
| M3 | EWA 540 | ? | | 37" | wd -/61 | | | | |
| M4 | ? | ? | | | Wd 9/66 | KWA 544 | " | " | " |
| M5 | KWA 225 | Ley. PS1/Cawood (SD) | | "48 | Wd10/62 | | | | |
| M6 | EWA 542 | ? | | 37" | Wd -/61 | | | | |
| M7 | EWJ 466 | | | " | " " | | | | |
| M8 | KWB 88 | Crossley DA 1948 | | " | Wd 6/66 | KWA 548 | " | " | " |
| M9 | KWB 89 | | | " | Wd10/66 | | | | |
| M10 | KWB 90 | | | " | Wd 9/66 | KWA 540 | " | " | " |
| M11 | KWB 91 | | | " | Wd10/66 | | | | |
| M12 | KWB 92 | | | " | Wd 9/66 | KWA 542 | " | " | " |
| M13 | KWB 93 | | | " | Wd10/66 | | | | |
| M14 | KWB 94 | | | " | " " | | | | |
| M15 | KWB 95 | | | " | " " | YWA 837 | - | PD2/20 | " |
| M16 | KWB 96 | | | " | Scr 6/65 | YWA 841 | - | " | " |
| M17 | JWJ 737 | Crossley SD | 1947 | " | " 9/65 | KWA 537 | " | PD2/1 | " ? |
| M18 | JWJ 738 | | | " | " 1/65 | KWA 538 | " | " | " |
| M19 | JWJ 739 | | | " | " 9/66 | KWA 539 | " | " | " |
| M21 | | | | | | EWE 341C | Morris | | V |
| M23 | | | | | | FWA 610C | ? | | VS |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| M24 | | | | FWE 692C | Morris | | V |
| M25 | | | | GWJ 395C | Ford | | VS |
| M26 | OWJ 723 | Morris | V | GWJ 396C | Ford | | VS |
| M28 | XWA 736 | Morris | V | | | | |
| M29 | YWB 546 | Morris | V | NWB 203D | Morris | | VS |
| M30 | YWB 852 | Morris | V | RWJ 102F | Morris | | VS |
| M32 | 100 WJ | Morris | V | | | | |
| M33 | 5700 W | Morris | V | | | | |
| M34 | 2000 W | Morris | V (mobile ticket office) | | | | |
| M35 | 3490 WA | Morris | V | LWJ 670D | Karrier | | VL |
| M36 | 5300 WA | Morris | V | OWJ 827E | Karrier | | VL |
| M37 | 9500 WA | Morris | V | | | | |
| M39 | 359 EWJ | Morris | V | | | | |
| M41 | WJ 7744 | Leyland TS4 | L (ex M/bus 144) | | | | |
| | | | | JWA 848C | Morris | | L |
| M42 | RWE 101 | Leyland TS4 | L | | | | |
| M44 | 5115 WE | Land Rover | LR | | | | |
| M45 | KWE 399 | Austin | RV | | | | |
| M46 | 150 WE | Austin | L (mobile workshop) | | | | |
| M47 | KWJ 681 | Fordson | T | | | | |
| M48 | 130 FWB | ? | SW (Water tank) | | | | |
| M51 | HWA 148 | AEC Regent | L (ex M/bus 468) sold 9/67 | | | | |
| M52 | GWJ 420 | Leyland TD7c | R ( ex M/bus 450) HR wfd. 12/69 | | | | |
| M53 | EWJ 467 | ? | GL | | | | |
| M54 | GWJ 724 | AEC Regent | L (ex.Motorbus 462) GR | | | | |
| M55 | KWE 255 | AEC Regent | L (ex Motorbus 255) LM | | | | |
| M56 | AWB 368 | AEC Mammoth | TW | OWB 866 | Leyland PD2 (ex.motorbus 666) | G | EB |
| M57 | RWA 830 | AEC Regent | TW (ex motorbus 230) | YWA 850 | Leyland PD2 (ex motorbus 850) | G | HR |
| M58 | CWJ 410 | AEC Regent | TW (ex motorbus 310) New 1937 | | | | |
| M62 | JWB 416 | Leyland PS1 | MC (ex motorbus 216) withdrawn 3/68 now preserved | | | | |
| M64 | KWA 218 | Leyland PS1 | MC (ex motorbus 218) withdrawn 3/68 | | | | |

Ye Sage of 216 - continued yet again by P.Hanwell

The Easter Holidays gave us the opportunity to put some hard work in on 216.The first few days of the holidays were marvellous weather-wise so it was decided to make a start on repainting the outside.The panels below the windows were rubbed down,and it will probably take three coats of undercoat to completely cover up all traces of the blue.

The Holidays were also the first time for many months that we were not surrounded by withdrawn buses.Our two roommates,2194 and 2180 had both left by the time we started to paint the outside.Indeed at the time of writing 806 and 477 were the only buses up there apart from the 1935 Bedford.

A spot of vandalism resulted in keys being made to fit the lock on the main door,and since these have been made all vandalism appears to have stopped,at least to 216.The lock has proved a very valuable fitting,since pieces of wood that have been removed which are a very difficult shape to replace,are now able to be left safely on board.

The most triumphant moment wince 216 was purchased last year was the removal of the heavy water tank on Easter Sunday.This 250-gallon EXTREMELY HEAVY tank was extrcated from its high position by Messers.Hanwell,Fox and Ward who celebrated the occassion by posing exhausted for a photograph with the 250-gallon monster.The removal of the tank gave a new incentive to work,and a start has now been made on rewiring the bus,as well as the rubbing down and varnishing of wood.

The recent strike by maintenance men left us all by ourselves at East Bank,almost,and much use was made of the tea machine in the canteen.One member caught a bus to 216 before 0900 hrs. on the Saturday,so that he would not have to walk down - unfortunately he had to walk home! On the Saturday afternoon we were joined by LRB 750 and its crew who had come to paint it (This was in the blue and red - as reported elsewhere LRB has since been professionally repainted in cream and red DEV).

The chassis and everything else underneath is now being inspected,to ascertain the state that everything is in.At the moment all that has been uncovered is about a ton of dirt and earth.However we were promised any spare parts that we might need by one of the

tow away 2179 in his ex-Exter Titan. This vehicle had done no less than 18,000 miles since Christmas just towing vehicles to the scrapyard. Another scrapman asked us if any of the buses were moving as their tow-lorry had stalled and needed a push to restart. After some gentle persuasion, 2190 roared into life, puthering out great clouds of smoke, and performed the task admirably. The tow-lorry then proceeded to tow away a very unsteady 484, which had single rear wheels - guess who removed the other two wheels!

Enquiries have now reached a head over the possibility of moving 216 to a permanent site. Mr Humpidge's retirement leaves us in an uncertain position, as we do not know whether Mr. MacDonald will take kindly to an old bus at the back of one of his depots. We shall have to wait and see whether it will be possible to keep 216 on East Bank. The permanent site that is under discussion has possibilities for the provision of cover from the elements, which would improve our task greatly. Meanwhile our thanks to everyone for their continued help. The progress during the Easter Holidays has been readily apparent to all who have known 216 since it was purchased. As a matter of interest all of our regular helpers have expressed their delight on the reinstatement of the five Regent V/Orions - we are all traditionalists. When, the other day, the back of East Bank was filled with Atlanteans, it was a great temptation not to go and paint out their numbers and fleetnames, and remove the licences and C.O.F.'s.

(This article was written just after Easter and a number of developments have taken place on 216 since then. Further details of these will appear in a later issue -DEV)

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## FOR SALE

Buses Illustrated 1964 to date, 'Tramways of Salford', 'Glasgow Trolleybuses', 'Reading Trolleybuses', 'St.Helens Trolleybuses', B.I.C.C. Overhead Catalogue and some B.U.T. service manuals and parts books.

Suggest £2 - 10/= for the lot, but no reasonable offer refused.

MR. M.S. FORD, 54, GRANADA ROAD, THORNLEY PARK, DENTON, MANCHESTER, M34 2LJ

## S.O.E.S. FIRST FILM EVENING by D.Tummon

On Wednesday 25th.June the S.O.E.S. held its first film evening at Ecclesall memorial hall.This was such a success with an attendance of nearly 30 that a second one is to be held on 24th.September.

The first film shown was one of Sheffield trams with very good scenes of 1934 in black and white.The rest of the film was in colour of trams in the post-war era. Particularly interesting were shots of the repainting of 330,dismantling the tram at Calver (in use as a shelter), 501 and the antique service vehicle WJ 7744.

The second film was by the secretary of trolleys in various towns towards the end - Ashton,Manchester, Rotherham and Manchester 1354 during restoration.

This was followed by scenes of the Rotherham and Mexborough trolleybus network.This was mainly during 1962 with Rotherham no.3 on a tour of the Mexborough system,but there were also scenes in 1934 showing various trams in Rotherham and a Mexborough Garrett.

The next film was a general selection of scenes showing Last Tram Week in Sheffield,the S.O.E.S. Nottingham trolleybus tour,buses in Devon and Cornwall and recent shots in Blackpool of the trams including rebuilt 264.

The final film was a very long one of the Sheffield area and West Riding showing buses of about 5 yrs.ago mainly. Also there were shots of preserved vehicles in Exeter, trolleybuses in Bournemouth and Portsmouth,Volks Railway, the 1964 Coach Rally,1964 Earls Court,Blackpool and Crich.

The films were excellent and the evening was,I am sure,enjoyed by all present.Come and enjoy yourself at the 2nd.film evening - further details shortly.

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## "STOCKPORT,MISERY SQUARE ...." Part 2

(Reminiscences of a summertime temporary)

by P.J.THOMPSON

Close as Stockport was to tramway days,there wasn't much left to show for it,save a few traction poles in the town centre,the track in the depots,the "rosettes" on the walls in St.Petersgate (including those near the Market Place,put in for the trolleybuses in 1913) and Warren Street, and some troughing,complete with ears under a certain bridge (still intact at the time of writing),and of course some setts in Lord Street near St.Petersgate,laid to

replace the lifted track and which show you where the single-line loop ran,

But, back to the buses, most of which were in service before the trams were taken off. There were also 2 (out of the original 3) little used TD7's of 1940 (nos.204/6), their comfortable Leyland H30/26R bodies in very good condition. They were disliked (if not positively hated) by many drivers because of their slow gearchange and slugish performance on a busy route involving many stops. SCTD had never had any PD1's for the crews would then have appreciated the quiet smoothness of 204/6 which were taxed until 5/63 but stood forlornly at the back of Mersey Square Garage, where all the old part-day stuff lived. In happier times the TD7's could be seen at great speed returning to the depot from Manchester via 18, having worked an inward morning peak via 33X. If you stood at Longsight on the A6 say between 0845 and 0915 in early 1960 you could see on a good day a Guy, a TD4, a TD7 and even a TS7/TS8 plus a few early Crossleys, all depot bound showing 18, and often 33X or 20 on the back...Now you're lucky to see even one 1951 Farington... Apart from the school journeys the TD7's could be found on the Gatley service (40) which wasn't as steep as the other routes, and presumably gave scope for some '18' type performances, judging by the fact that one of the two bore in its cab the inscription "The Gatley Flier".

208, the third TD7, had been withdrawn a couple of years before I ventured on to SCTD platforms, and had since been rotting in Heaton Lane depot. Now during this Summer some dealer's brown Foden (HTD 44) arrived to take 208 away, its rear indicator showing "levenshulme, Lloyd Road". So close to the always crowded 92 stop did this mournful procession pass that a driver joked as it was dragged past "They'd get on anything painted red..."

The TD4's had disappeared in the summer of 1960, and the 2 Mancunians and 2 TD3s tow years before that. 207 was now the odd one out; a 1946 DD42/3, in place of an undelivered prewar Mancunian. This was a lively one, although always on part day work, but it often scurried into Manchester on morning 33X and 18's, or on sleepy and peaceful mid-morning 9's to West Didsbury and always held its own with the rest every rush hour. The rattling Guys (quite comfortable to ride in despite their upright and uncompromisingly severe utility appearance) were also sent City-wards on the 33X quite regularly, possibly to spite the MCTD inspector at

Chorlton Street (who was always on the look-out for elderly Syockport rolling stock and ready with acid comments ... I was to cross swords with him a couple of years later, from the back of a venerable "Western" K5G), or just to show for how long and how profitably a well kept bus will run. SCTD at this time had been showing a healthy profit.

Works and school journeys gave you a chance to do odd reversals, like turning on the pub forecourt at Heaton Mersey "Griffin", and to show infrequent settings like "Cheadle Heath, Farmers Arms" (for Simons Works). The classic was the daily works run, 16.30 from Simons (with a DD42/3), via 30 from Cheadle Heath to Hyde, then via SHMD service 4 from there to Stalybridge, and the 216/218 trolleys to Ashton. There you would "wait your time out" and put up "30 Stockport", then run as a scheduled and advertised 30X to depot. This was even wilder with a Farrington! Alas I never took my camera that day....

To be continued.

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## THE CHATHAM AND DISTRICT TRACTION COMPANY

by Peter J. Blake.

In 1899 a company was formed under the title 'The Chatham and District Light Railway Company'. This company had 25 trams and routes covering 12½ miles. It had its own power house and parts of the service were operated over a private track.

The service grew gradually but persistantly. In 1906 the fleet was increased to 35 trams and services were extended. In May 1908 services were again extended, and in October of the same year further extensions took place, and by then the fleet had been increased to 48.

The last tram ran at midnight on 30th September 1930 and with the "M & D" taking over control the next day the people of the Medway towns awoke to find their local public transport was now a modern fleet of Leyland petrol buses. During its life as a subsiduary services were again extended.

On October 1st. 1955 the "C & D" was completely absorbed.

Livery : Cream, Brown, Cream, Green (top to bottom)
Garage : Chatham (Luton)

Fleet at absorbtion : (all double deckers)
18 Bristol K5G of 1939 12 Bristol K5G of 1942
16 Guys of 1953/4
with a further 8 Guys on order which were delivered to "M & D" in 1956.

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Chatham and District Fleet list at take over (Oct 1955)

| | | | | | |
|---|---|---|---|---|---|
| 355 | FKL 615 | Bristol K5G | 1938 | Weymann H48R | 1938 a |
| 870-906 | GKE 64-100 | Bristol K5G | 1939 | Weymann H54R | 1939 b |
| 907 to 921 | GKR 741 | Bristol K5G | 1942 | Saunders H56R | 1950 c |
| | GKR 742-50 | Bristol K5G | 1942 | Weymann H56R | 1951 c |
| ? | RKK 992-9 | Guy Arab | 1953 | Weymann H58R | 1953 d |
| ? | TKM 354-61 | Guy Arab | 1954 | Weymann H58R | 1954 e |
| * | VKO 992-9 | Guy Arab | 1955 | Weymann H60R | 1955 f |

* = on order, actually delivered after take-over.

MAIDSTONE AND DISTRICT NUMBERS

a - DH292 b - DH 293-316 c - DH440-51 (out of order)
d - DH452-9 e - DH 460-7 f - DH468-75.

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## BOOK REVIEW by Monocoach

BRITISH TRAMWAYS AND PRESERVED TRAMCARS by P.H.Abell 6/=
8½" x 5¼" 52 photographs 40 pages.

This book fills a large vacancy in the vast tramway library available. It could well be titled A Guide to British Trams as this is the whole theme of the book. The book is divided into four sections dealing with working tramways (albeit a current fleet-list and short history), Crich museum, Museum Collections and other preserved tramcars. Blackpool is dealt with first and the fleet list includes the old numbers. The list is very up to date and the only additions are 686/76 as a reversible twin-set and 618 rebuilt. Also 638 is being rebuilt for OMO operation. The Douglas list is also accurate and the only alteration is that nos. 48/9/50 are always run as enclosed cars now. Other tramways in this section are Eastbourne, M.E.R. and Snaefell, although no goods-stock list for M.E.R. unfortunately Short histories follow of all T.M.S. cars.

Other collections detailed are Belfast Transport Museum (8), Clapham (8), Edinburgh (2), Glasgow (6), Hull (2), Lowestoft (4) and the Beamish Hall project (2).

Continued on page N8

The following additional notes regarding Hull trolleybuses have been received from Mr. H. Brearley.

Operators Title until 1946 - Hull Corporation Transport
from 1946 - Kingston upon Hull Corporation Transport

1930 A towns meeting was held in the city hall and proposals to run trolleybuses were turned down by vote.

1936 Summer. Hull obtained parliamentry powers to operate trolleybuses.

Autumn. Erection of overhead line and conversion of Cottingham Road Garage started.

1937 23rd July. System officially opened at Cottingham Road Garage by Alderman Sir William Alfred Gelder.

25th July. Opening of service from King Edward St. to Chanterlands Avenue North via Prospect St., Spring Bank, Spring Bank West and Chanterlands Avenue. The distance was 2.87 miles plus 0.75 miles for garage journeys. Service 61 to Chanterlands Avenue and 61ATO Chanterlands Avenue North.

3rd Oct. opening of King Edward St. to Newlands Ave., via Prospect St., Spring Bank, Princess Ave, Queens Rd. and Newlands Avenue. The distance was 2.33 miles. Service 62 to Newlands Ave. and 62A to Pearson Park.

1938 4th Sept. Opening of King Edward St. to Beverley Road via Prospect St., Beverley Road. The distance was 2.54 miles. Service 63.

1940 18th Feb. Open service from Saville St. to Holderness Rd via George St., North Bridge, Holderness Rd., and return via George St., Jameson St., King Edward St. and Saville St. The distance was 2.66 miles. Service 64 to Ings Road and 64A to East Park.

11th Aug. The route and city terminus were altered. Now ran inward via Saville St., Queen Victoria st., Carr Lane, Anlaby Rd., Ferensway and Paragon Square to Jameson St. Outward via Jameson St. to George Street. Additional distance was 0.24 miles.

1941 7/8th May Disruption of services on all four routes due to destruction of overhead by air raids.

1942 1st Feb. Alteration of route numbers: 61A to 65, 62A to 66 and 64A to 68.

6th Sept. Opening of Water Works St. to Anlaby Road via Chariot St.,Carr Lane,Anlaby Road.Inward via Carr Lane And Quuen Victoria Square.The distance was 1.96 miles.Service 69.

7th Dec. Opening of King Edward St. to Chanterlands Avenue via Prospect St.,Beverley Road and Cottingham Road.The distance was 2.76 miles, wholly on existing overhead.Service 67.

1943 24th June Disruption of services due to air raid.

9th Oct. Closure of service 67.

1945 1st July Opening service on Waterworks service to Dairycoates via Chariot St.,Carr Lane,Anne St., Anlaby Road,Carr Lane and Queen Victoria Square. The distance was 1.92 miles.Service 70.

| | |
|---|---|
| Total route mileage | 14.28 miles |
| Total overhead mileage | 13.50 miles |

1946 Introduction of short working on service 69, numbered 71.This ran between Water Works Street and Boulevard for football specials.Vehicles entered Boulevard and reversed at Malm St.

1947 30th Mar. Extension of service 69 beyond Boothferry Road to Meadow Bank Road.The distance was increased by 0.07 miles.

1952 Water Works Street renamed Paragon Street.

29th June Service 68 opened as a regular service.

1958 26th Oct. Alteration of route 70.As Midland Street became one-way the inward route was changed to Osborne St.,Porter St.,Ferensway and Carr Lane. The distance was unaltered.

1959 22nd Mar. Alteration of route 64/68 for traffic purposes. Inward route changed to George St.,Jameson St. (outward terminus) St.(terminus).Then via South St. to Jameson St.(outward terminus).The distance was reduced by 0.12 miles.

Decision taken to abandon trolleybuses.

1961 Jan.28th Closure of service 70,Paragon Street to Dairycoates replaced by motor bus service 70 Overhead reduced by 1.74 miles.

1962 Feb.3rd. Closure of services 69/71,Paragon Street-Boulevard-Meadow Bank replaced by motor bus service 69,Overhead reduced by 2.03 miles.

July 28th. Closure of services 61/65,King Edward St. to Chanterlands Avenue North replaced by motor bus services 13/23.Overhead reduced by 2.55 miles including Cottingham Road from Chanterlands Avenue to Newland Avenue.

1963 Sept.21st. Closure of services 64/68,Jameson Street-East Park-Holderness Road-Ings Road replaced by motor bus service 54.Overhead reduced by 2·78 mls.

Nov.16th. Closure of services 62/66,King Edward Street-Pearson Park-Newland Avenue replaced by motor bus service 20.Overhead reduced by 1.97 miles.

1964 Jan.28th. Alteration of service 63 route and city terminus due to introduction of a one-way system. Distance increased by 0.08 miles.

Oct.31st. Closure of service 63,Chapel Street-Beverley Road replaced by motor bus service 18.Overhead reduced by 2.62 miles.

SYSTEM FINALLY CLOSED.

Notes

All vehicles were fitted with Met.Vickers electrical equipment.

1-25 had field series equipment.

26-66 had rheostatic - regenerative equipment.

67-116 had stabilised rheostatic equipment and automatic acceleration.

All 2-axle type double-deck.

1-99 were 7'6" wide and 91-116 were 8'0" wide.

The following additions and corrections have been received from G.Astin.

Corporation Timetables are now 9d.

In the 'Trolleybus Haunts' section the Holderness Road (64 & 68) has been mis-printed and should read that till 1960 operated by East Lancs bodied Leylands,but these were then transferred to route 70,and from 1960 until 1963 the 64 & 68 were opertaed by the Sunbeam F4s.The Beverley Rpad (63) route was worked nearly always since 1954 by 'Coronation' Sunbeams,though other vehicles were also used.

Vehicles 27-46 were originall H54R but they were upseated to H60R during the fifties.

## Queue Here For A Q1 By R. Fenn

There at the front of the line was 1866,so we got our Q1 to the Bush after all on what was one of the fastest runs I remember.Needless to say we passed most of the existing Q1s going the opposite way.

As time went on services were cut and the inevitable happened,we lost some of our Q1s to Hanwell for the 607. Only 1843/3 of the second batch were to remain at Fulwell, and the Isleworth provided 1876-9 to complete Hanwell's allocation.However this had its compensations as the 607 had many long straight stretches of road where the Q1s could show their paces.We thus took the 65 from Kingston To Ealing,now a very sober ride with the RTs in charge and unlike the petrol engined STLs which provided great great exhaust symphonies particularly if the vehicle in question was 303 or 293.It was incredible that one engine could emit such a variety of noises.We joined th queue at Ealing and waited.The 607s were very gregarious and preffered the convoy system rather like the celebrated elevens in town.After about ten minutes six arrived from the Acton direction.The third was the Q1 with the magic word "Uxbridge" on the blind.The bus was 1835,ex Fulwell, and we moved off slowly through West Ealing behind the two FLs.We lost the first at the depot,the second at Delamere Road,and then it was full speed ahead for Uxbridge for what proved to be a magnificent ride,practically non stop Yeading to Uxbridge Station.No wonder we passed the last east bound bus just at the top of Uxbridge High Street.The return journey on 1877 was much less spectacular.

Overhauls were carried out at Fulwell and vehicles almost always returned to their previous depot,though 1860 put in a full 3½ year spell at Fulwell in place of 1843 on one occassion.Vehicles were not done in strict rotation but presumably as the need arose,and overhaul dates were painted in white on the rear platform wall.I remember one series of overhauls starting off with 1796.The previous week I had travelled on her when she had a complete blow-out on the near-side driving wheel while climbing St. Mark's Hill with more than five standing.The bang was reminiscent of wartime days.

Then came the inevitable news,London like many other operators,was to replace its trolleys by diesels.At first it was stated "with the exception of a few routes in S.W. London where the vehicles have not yet served their useful

life." A reprieve for the Qls,but not for long.A s pointed out in my previous article,traffic in Kingston had become intolerable and the police had suggested a one-way system which would have meant rewiring most of the town centre. This plus the fact that the progress over junctions was slowing the traffic flow and an offer from Spain to buy the vehicles decided an early end for the Qls.However,much interesting interchange of vehicles took place before their final departure to sunnier lands.The LYHs were to go first,odd numbers to Bilbao,evens to San Sebastian.As Fulwell was the place of departure most of the Hanwell ones were called in first and replaced by others in the first batch :- 1765-74/80/4/9/90/1813/4, so the HYMs had a run on the Uxbridge Rpad.Routemasters took over the 607 earlier than originally planned so the HYMs either came back to the FW or replaced the LYHs at IH.Movements were fascinating but too numerous to mention here.I t was sad to see the yard at Fulwell with these magnificent vehicles awaiting departure lined up and looking rejected and unwanted as the Diddlers had done some twelve years previous. Sadder still to see a Cub or an Albion hitch a tow bar onto the frontand pull one away on the journey to the London docks and Spain.The HYMs began to join the LYHs especially in February,1961,when the first L3s arrived from North London.What a comedown! Strange though it may seem,Fulwell was still overhauling and repainting these vehicles as if in absolute defiance of any orders from 55,Broadway.This time they went to IH or FW as need arose and it was strange to see 1810/21 running from IH resplendant in new paint. Stranger still to see 1775 at the end of January brilliant and splendid only two or three days before she was withdrawn.She must have been the last trolleybus to pass through Fulwell Works and what a tribute she was to those who had worked on her.Most of the Qls left IH and FW in February,1961,but 1797/1818/30/33-40 lingered at FW until April.The last ride I had was on 1832 one evening on my way home from work,from Kingston to the Red Lion,and what a lucky chance it was.Next day they were all in the yard at Fulwell awaiting their last journy through the streets of London to their new life in Spain.Only 1768 remains at Clapham Museum,though what her fate will be when the collection is dispersed,goodness only knows.We here who are served by Fulwell accept the Routemasters as our means of transport until Merlins or some other dreded form of

cattle truck takes over,but I often go back to that day in March '48 when 1779 started a new decade in swift,silent traction in and around Kingston.

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The following additions and corrections to last month's Maidstone article have been received from P.Beardsley.

Fleet Details

| | | | | |
|---|---|---|---|---|
| 51,52 | LCD51/2 | BUT9611T | Weymann H56R | 1947 |

These buses were ex Brighton 51 and 52.

| | | | | |
|---|---|---|---|---|
| 54,55 | GKN379/80 | Sunbeam W | Roe H34/28R(1960) | 1943 |
| 56-58 | GKP511-3 | Sunbeam W | Roe H34/28R(1960) | 1943 |
| 62-72 | HKR1-11 | Sunbeam W | N.C.B. H56R | 1946 |
| 73 | HKR12 | Sunbeam W | N.C.B. H56R | 1947 |

This vehicle was rebuilt by the Corporation in 1960.

| | | | |
|---|---|---|---|
| 83,84 | CBX532/3 | Karrier | Roe H56R |

These vehicles were ex Llanelly & District 39 and 40.

In 1958 overhead was erected on a new route extension from Nottingham Avenue along Sutton Road to new housing estate at Wallis Avenue.
In 1963 overhead was erected for an extension of the Parkwood route to Brisling Lane and Wallis Avenue West. This was opened on August 19th,1963.

In mid 1964 a decision was taken to abandon the trolley-bus system over a three-year period.The closure came on the 15th April,1967, when 72,which had been specially decorated,toured the system.

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## The Trolleybuses of Grimsby/Cleethorpes
By G.Astin

The first route to operate,using trolleybuses in Grimsby was inaugerated in October,1926,replacing a tram service.The route ran from Riby Square,near the main fish docks,down along Freeman Street with its shops and markets, thence along Hainton Avenue to the junction with the A1030, Weelsby Road.The total length was about 1½ miles and a batch of single-decker Garrett trolleybuses were bought for the route.

The main tram route of Grimsby was the Centre to Boundary (Park Street) route and this was later extended

Cleethorpes being jointly operated.The Grimsby section converted to trolleybus operation in November,1936.On 18th July,1937,Cleethorpes replaced trams on its section the main route with trolleybuses and through running was e available.At the Cleethorpes end,instead of stopping t within sight of the sea as the trams had done,the new lleys continued for more than half a mile to the bathing l.At the Grimsby end the trolleybuses terminated in the d market place only a few yards from the town station. e length of this route was about four miles.This joint ute was numbered 11,and had an approximate weekday head- y of six to ten minutes.For new vehicles,Cleethorpes rchased a medium sized number of Park Royal bodied A.E.C.s. imsby also bought some A.E.C.s,but these had venerable ntre-entrance bodywork by Roe,whilst a little later in 47 Grimsby purchased some four-wheeled Karriers which ain if I am not mistaken had Roe bodies.

After the war Cleethorpes bought two further interesting tches of trilleys,in 1950 four B.U.T.s with handsome rthern Coachbuilders bodies whilst in 1951 two Roe bodied ossley 'Empires' were purchased,these being a very rare notnunique combination.

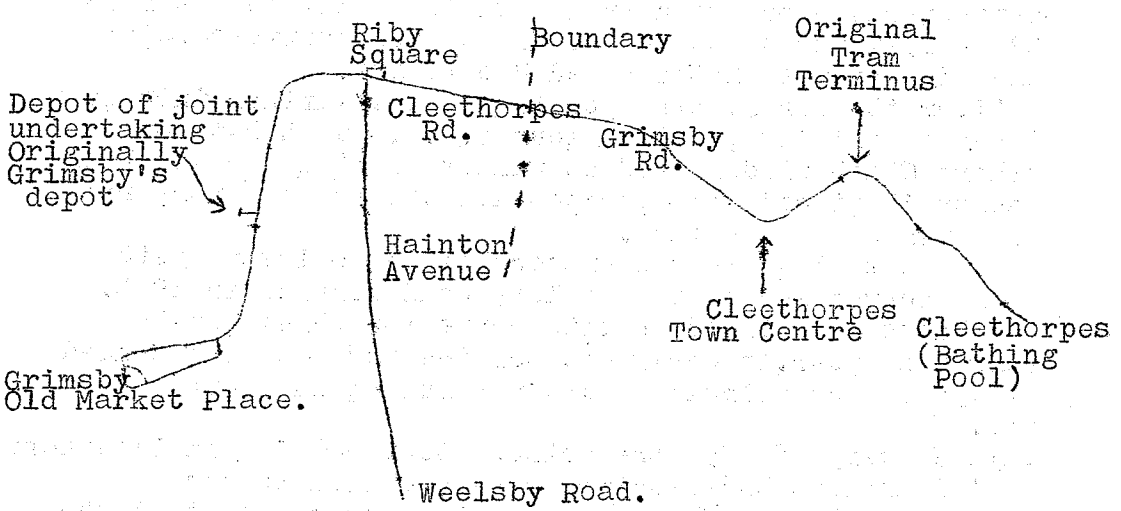
The next stage in the history of the Grimsby system s the conversion of the Weelsby Road service in 1955. tor buses were tried on this route for three months ring that year.In early October the buses were extended Ladysmith Road.Trolleys did not run again along the ute.

In January of 1957 the Grimsby Corporation and Cleethorpes D.C. Transport Undertakings were combined to form imsby/Cleethorpes Transport.The trolleybus fleet at the me of amalgamation stood at abou t a dozen Grimsby hicles and nine Cleethorpes ones.Three of the later's hicles must have been pre-war A.E.C.s for I have a otograph of two of them awaiting disposal behind Grimsby pot,and both are in the livery of the newly formed joint dertaking.

By the end of the 'fifties' the trolleybus fleet was in state of decay.Trolleybuses were no longer operating on undays,this pleasure having been handed over to the motor uses.On June 4th,1960,route 11 was served for the last time y trolleys,only 8 vehicles wereserviceable,two ex Grimsby arriers and the post war Cleethorpes vehicles.

After the closure of the system Bradford purchased

five ex Grimsby Karriers but the city never used them in public service.The four B.U.T.s and the two Crossleys belonging originally to Cleethorpes were purchased by Walsall.Here the B.U.T.s were lengthened to 30 foot and three of them received fron entrabces.At the time of writing it appears that Walsall is to purchase 29 ex Bournemouth vehicles and these will probably replace all the ex Grimsby/Cleethorpes vehicles and other second-hand trolleys.Unfortunately I don't have enough details to prepare a fleetlist and would thus welcome any other information relating to the system such as the livery of Grimsby vehicles before amalgamation with Cleethorpes,and the situation of the later's depot prior to 1957.

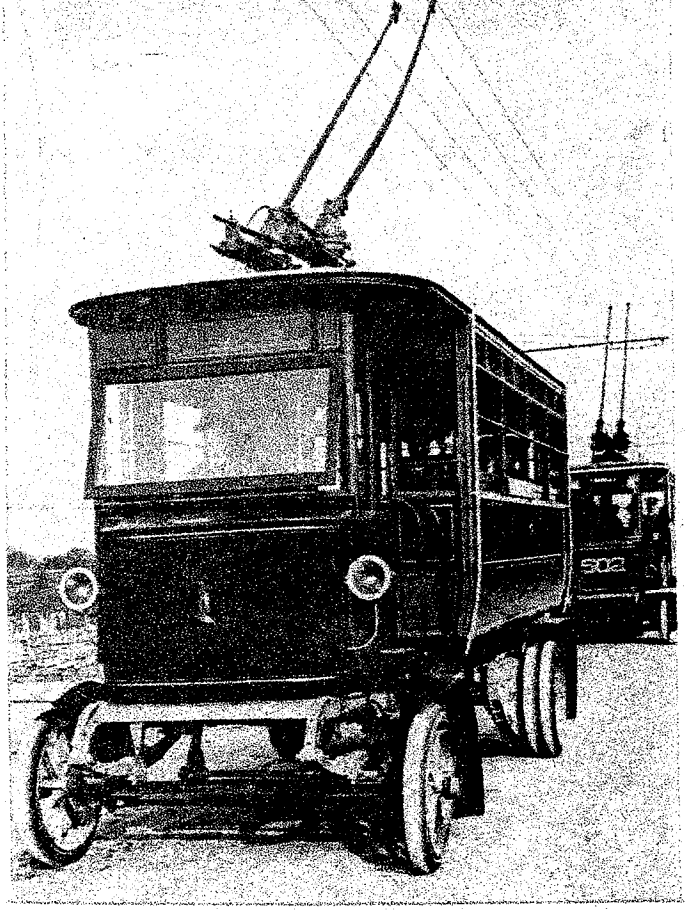



ROUTE MAP.
Not to scale.

BOOK REVIEW - continued.

Part 4 details various odds and ends,one of which is now at Crich.There is also an index to preserved trams. Photographs are very good showing trams in service and various preserved trams in service and 2 views of Sheffield cars.

This is quite a good book and complete except for Great Orme and possibly Volks Railway.




Demonstrators are not new!

A Railless Electric Traction demonstrator in Leeds in 1913 with Leeds 502 behind

H. BRADLEY

BELOW

A San Francisco trolleybus built by St. Louis Car Co. in 1951 seen here on Route 12 in 1952

P. VAN HOOK